Knight of St. George Taken by Kerr, Gifford & Co. on Arrival,

LOAD GRAIN FOR EUROPE

New Arrival Is Largest Vessel in the Harbor at Present, and Will Commence Loading New Crop Wheat Soon.

The arrival of the large British tramp steamship Knight of St. George was signalized by the immediate chartering of the vessel to load new wheat for the United Kingdom on the outward voyage. The big steamship came here with a partial load of cement consigned to Balfour, Guthrie & Co., and had hardly tied up at Columbia dock preparatory to discharging than she was secured by Kerr, Gifford & Co. to load a cargo of new wheat for the return trip to the United

The Knight of St. George is the first The Knight of St. George is the first steamship of the year to load a cargo of grain, although two steamers have been chartered for that purpose previous to the arrival of the Knight of St. George. This vessel belongs to the Knight Steamship Line, of which Greenshields, Cowie & Co. are the agents and her home port is Liverpool. She was built in 1390 by the Palmer Company, Ltd., at Newbastle, England, and is 404 feet long, 43 feet width of beam and 27 feet depth of bold, and is of 4710 tons register.

heid, and is of 410 tons register.

The vessel brought 6100 tons of cement from Antwerp, of which 2500 tons were discharged at San Francisco and the other 3000 tons are being unloaded at the

Captain D. R. Stephens, the commander of the glant vessel, reports a favorable passage from the Dutch port, with the exception of a storm the ship encountered off the southern coast of South America and the heavy northwest gale prevailing during the trip from San Francisco to Portland. Work of loading a wheat cargo will be commenced as soon as she is discharged of the cement now occupying her

In spite of the fact that she will be the first steamer to load new grain this sea-son, the Knight of St. George is not the first to be chartered for this purpose, for the British steamships Sheik and Imogen were fixed for grain several weeks ago. The first-named vessel is coming to Balfour, Guthrie & Co., and the latter to ker, Gifford & Co., the charterers of the big vessel now in the harbor.

STEAMER HILONIAN LEAVES

Matson Liner Departs With Larger Cargo Than on First Visit.

The Matson Navigation Company's Ha-waitan liner Hilonian departed last even-ing on her second voyage from Portland to the Island territory, and on this voy-age the vessel carries a much larger cargo than was given her on her first visit to Portland.

When she arrived in this city she brought several representatives of Ha-

brought several representatives of Habrought several representatives of Ha-walian firms, who were delegated to look over the local field with a view of estab-lishing firmer trade relations with this city, and two of these parties who left for the islands on the vessel last evening expressed themselves as very much pleased with the conditions as they found them, and declared they hoped to return here shortly for the purpose of buying

more extensively.
On the present voyage to the islands the Hilonian is taking over 300 tons of general merchandise from this city, and in addition has some 900 bales of hay from San Francisco consigned to the

Islands.

In addition to the general freight the vessel has 26 head of horses and two cows purchased in this state, which are being taken to Honolulu, and the agent of the company making this shipment states that he expects to return immediately for

nother shipment. On her last outward trip the Hilonian took only about 600 tons from Portland, and the increase of almost five times that amount on the present trip is quite flat-tering to the operators of the line, who are hopeful of even better results on the next visit of the steamer in September.

A number of passengers also left on the Steamer, but these were practically all round-trip passages, for they had left the islands on the steamer for a short visit

UNION AGENT GOHL ARRESTED

Captain of Schooner Charges Him With Firing on Vessel.

ARERDEEN, Wash., Aug. 22.—(Special.) Agent Gohl, of the Saliors' Union, was arrested this morning on a warrant is-sued at the instance of Captain Lilli-quist, of the schooner Fearless, upon which, it is alleged, Gohl and several of his followers fired just before the departure of the schooner for Mexico on her last voyage. Gohl was taken to court, his hearing fixed for Saturday next, and ball given. Gohl is already compelled by the Superior Court in an injunction to refrain from interfering with nonunion workers.

SHIP CUSHING GOES ASHORE

News Received of Grounding of Coal-Laden Vessel at Mazatlan.

SAN FRANCISCO, Aug. 22—A dispatch received in this city today reports that the ship Mary L. Cushing, laden with coal, from Newcastle, Australia, arrived at Maratian on August 19, and that the vessel, in some manner not stated, went ashore during the same night. The ship ashore during the same night. The ship is said to be leaking badly with 18 feet of water in her hold. The Mary L. Cushing is owned by the California Shipping

PACK ON THE NUSHAGAK RIVER

Berlin was scheduled to leave about a week inter.

P. A. Berglund, superintendent of the Ainska Fishermen's Packing Company's cannery, was a passenger on the North Star and reports a good season on the Miltonburn, from Portland.

Star and reports a good season on the Miltonburn, from Portland.

Miltonburn, from Portland.

Nushagak River, with a pack fully equal to that of last year, although a greater proportion of pinks was put up. The run of fish, while not heavy, was constant, and for that reason all the canneries did

well.
On the Koggiung River the pack will be short. Berglund estimates the Nushagak River pack at 421,000 cases and the number of cases put up by each of the several companies as follows: Alaska Fackers' Association, three cannorfes
Portland-Alaska Packers' Association
Columbia River Packers' Association
Alaska Fishermen's Fasking Co.
North Alaska Salmon Co.
Alaska Salmon Co.

Will Not Unload the Rainier. SEATTLE, Wash., Aug. 22-(Special.)-Seattle longshoremen today refused to unload the steamer Rainier, operated by H. L. Gray & Co., members of the Ship-owners' Association of San Francisco. The union longshoremen were persuaded to leave by committees representing the Sailors' Union. Longshoremen declared they will probably strike against all ves-sels owned by members of the Shipown-ers' Association.

New Steamer for Nome Trade.

SEATTLE Wash., Aug. 22.-(Special.) The Moran Company was today awarded a contract for the construction of a new steel freight steamer the Northwestern Steamship Company will build for the Nome trade of next season. The boat, which will cost \$250,000, will be 284 feet in length, 42 feet beam, and will have a carrying capacity of 2921 tons dead weight. The vessel is to be delivered June 1, 1907.

Dakota's List Is Full.

SEATTLE, Aug. 22.—(Special.)—The Hill liner Dakota, sailing September 2, will carry an excursion party of 150 Califor-nians who will visit Japan, China and the Philippine Islands. The California party is to make a short stop in Portland on the way north. Every berth in the first and second cabins has been taken for the

NON-UNION MENIMPORTED

RAILROADS SECURE HANDS TO WORK STEAM SCHOONERS.

Deputy Marshals Patrol Wharves at San Pedro to Prevent Trouble With Longshoremen.

SAN PEDRO, Cal., Aug. 22.-More non-SAN PEDRO, Cal., Aug. 22.—More non-union men were brought here by the Southern Pacific and Santa Fe Raliroads today, and the work of unloading the lumber cargoes of the steam schooners Coronado, the Rival Dollar, the Melville Dollar and the Centralia- is proceeding without interference. Deputy Marshals from Long Beach and Deputy Sheriffs and Deputy Marshals from San Pedro still pa-trol the wharves and keep off the union longshoremen.

Two of the schooners, the Coronado and the Rival Dollar, will be unloaded by tonight, and will sail for the north in the
morning to reload. Every saloon in the
city is closed today. This action was
taken voluntarily by the saloon-keepers
after a meeting last night. Three firemen, four sailors and a night watchman
on the Wilmington Transportation Company's steamer Hermosa, and four sailors,
the second mate and the steward of the
Cabrillo, of the same line, went out this
afternoon. The Sailors' Union had given
the company notice that the men on these Two of the schooners, the Coronado and the company notice that the men on these boats would be called out tonight at 12

Light-Draft Alaska Steamer.

Joseph Supple is shipping, knocked down, the hull for a light-draft steamer to Alaska for the Alaska Commercial Company. It goes on two cars to Seattle, where it will be placed aboard ship for St. Michael. The cabin of another Alaska steamer and the machinery will be shifted to this hull. It will be the fourth light-draft steamer shipped north from light-draft steamer shipped north from Portland, Boatbuilders of this city are us in Alaskan waters for light-draft steamers, which have proved much more profitable than any other class that have been navigated on the Yukon.

Sixteen Schooners Are Barbound.

HOQUIAM, Wash., Aug. 22 .- (Special.) Sixteen vessels, carrying 10,000,000 feet of lumber, also several steam schooners, are barbound in the lower harbor waiting for barbound in the lower harbor waiting for favorable conditions to pass out. Never before has shipping been so delayed as this week, and the condition of the bar roughter than during the Winter

Hull of the Argus Saved.

SEATTLE, Wash., Aug. 22.-(Special.)-The hull of the gasoline schooner Argus, which burned last June 75 miles below Cape Flattery, is at Ballard, and the vessel will be rebuilt. About 300,000 feet of the lumber cargo the vessel was carrying when she caught fire has been saved.

- Amelia Sails With Lumber. ASTORIA, Or., Aug. 22.—(Special.)—The barkentine Amelia sailed today for San Francisco with a cargo of 454,600 feet of lumber loaded at Rainier.

Marine Notes.

The French bark Lacanec shifted to the Pine-street dock yesterday, where she will discharge the remainder of her cement cargo for W. P. Fuller & Co. The newly built steamer Jim Butler is expected to reach the dock of the Wil-lamette Iron Works today, and the work of installing her machinery will be commenced immediately.

vanced to W. H. Taft, a well-known real estate agent, various smms of money on notes which he indorsed in her favor, and she has since been unable to locate the alleged makers of the notes. Yesterday Miss Flaherty sued Taft in the State Circuit Court to recover the money, amounting to \$550, and \$230 attorney's fees.

She sets forth in her complaint that on September 4, 1905, she advanced to Taft \$120 on a note signed "W. L. Thurlow," and on September 22 following she gave him \$20 for a note bearing the signature of John G. Allen. Another note was for \$155, signed "Mrs. E. L. Sampson," and a fourth note was for \$275, signed "A. L. The Oriental liner Numantia shifted from the Alaska dock to the Portland Flouring Mills yesterday, where she has commenced loading her large cargo of flour for China and Japan.

The California & Oregon Coast Steam-ship Company's liner Alliance is expected to arrive from Eureka and way ports today or tomorrow. A full cargo is awaiting the vessel on the Couch-street

165, signed "Mrs. B. L. Sampson," and a fourth note was for \$275, signed "A. L. Sanford." On the last-mentioned note Miss Flaherty received a payment of \$100. She alleges that she cannot find The Norwegian steamship Norman Isles is at Seattle discharging part of her cement cargo from London, and as soon as this is completed she will come here to load lumber for the Pacific Export Lumber Company.

The British ship Brablock has com-menced loading a cargo of the new grain crop for the United Kingdom. Although in the harbor for several weeks the grain did not arrive in large enough quantities to commence loading until yesterday.

Reports Good Salmon Run,

ASTORIA, Or., Aug. 22—(Special.)—The Alaska Fishermen's Packing Company's steamer North Star arrived today from Nushanak River, Bristol Bay, Alaska. The steamer salled from the northern port Angust II, after towing to sea the ship James Drummond, which was the company's salled and the company's salled to see the solution of the bar at 5 P. M. smooth; northwest wind, weather at 5 P. M. smooth; northwest wind, weather at 5 P. M. smooth; northwest wind, weather at 5 P. M. shooth; northwest wind, weather at 5 P. M. smooth; northwest wind, weather at 5 P. M. steamer Jim Buller in tow of tug. from Gray's Harbor. Arrived at 9 A. M.—Steamer Jim Buller in tow of tug. from Gray's Harbor. Arrived at 9 A. M.—Steamer Jim Buller in tow of tug. from Gray's Harbor. Arrived at 9 A. M.—Steamer North Star, from Alaska. Arrived down at 1:30 P. M. and salled at 2:20 P. M.—British steamer Beckenham, for Shanghal, Arrived at 9 A. M.—Steamer North Star, from Alaska. Arrived at 9 A. M.—Steamer North Star, from Alaska. Arrived at 9 A. M.—Steamer North Star, from Alaska. Arrived at 9 A. M.—Steamer North Star, from Alaska. Arrived at 9 A. M.—Steamer North Star, from Alaska. Arrived at 9 A. M.—Steamer North Star, from Alaska. Arrived at 9 A. M.—Steamer North Star, from Alaska. Arrived at 9 A. M.—Steamer North Star, from Alaska. Arrived at 9 A. M.—Steamer North Star, from Alaska. Arrived at 9 A. M.—Steamer North Star, from Alaska. Arrived at 9 A. M.—Steamer North Star, from Alaska. Arrived at 9 A. M.—Steamer North Star, from Alaska. Arrived at 9 A. M.—Steamer North Star, from Alaska. Arrived at 9 A. M.—Steamer North Star, from Alaska. Arrived at 9 A. M.—Steamer North Star, from Alaska. Arrived at 9 A. M.—Steamer North Star, from Alaska. Arrived at 9 A. M.—Steamer North Star, from Alaska. Arrived at 9 A. M.—Steamer North Star, from Alaska. Arrived Steamer North Star arrived today from Nushagak River, Bristol Bay, Alaska. The steamer sailed from the northern port August II, after towing to sea the ship James Drummond, which will bring the company's salmon pack. The Columbia River, Packers Association ship St. Nicholas and the ship Big Bonanza, having on bourd the pack of the North Alaska Salmon Company's cannery, were expected to leave August 13. The Portland-Alaska Packers Association ship Berlin was scheduled to leave about a week later.

Eighty Residents of Latourell Falls File Remonstrance.

APPEAL TO COUNTY COURT

Petition of Charles H. Latourell Bears 95 Signatures-Five Who Signed Did So Under Misapprehension.

JOHN LELAND HENDERSON.

John Leland Henderson, who will swim J. J. Byrnes a match race from

Oregon City to The Oaks next Saturday, is Justice of Peace of Hood River, Or.

Although he is 55 years old he says he is in perfect physical condition. He has been a lifelong devotee of swimming and he insists that his own prime physical condition is entirely due to this fact. In his early days he developed an aptitude

for the water and he has never neglected practice at swimming. In his time he has ewern in many races, although he has never professionalized himself by

tions of the country whom Mr. Henderson has met and defeated, not for the

championship, but, as he says, merely to show them that there are others who are not in the professional business who can swim too. For a time he lived

in the South where he competed in many races in the Suif of Mexico. Here he met and defeated the champion of the Southern States in a finish race. After his rival was taken exhausted from the water Mr. Henderson then took on the

local champion for a mile straight away. He won this, too, and then awam another mile against time. Byrnes, Mr. Henderson's opponent next Saturday, is a

young man and he has never entered a distance race before, but so great is the con

ing for a license bore the names of 92 number were filed, and the present week

on his chances next Saturday. This was posted down town last night.

ing for a neemse objective names of selectors, and he has also filed statements algned by H. N. Aldrich, J. J. Butter, John Baker, O. E. Brooks and O. Westlund, that they signed the remonstrance through a misunderstanding, and asking that their names be strached to the petition for the license.

tition for the license.

Mr. Latourell has been in the saloon business at Latourell Falls for a number of years, and has never before been opposed in his effort to secure a license. The County Court has not yet so the case for hearing. A stubborn fight is expected.

pected.

In liquor license contests in the past the petitioner has invariably won in the long run, but often after a severe struggle. It took Captain Schneider in one battle a year to obtain a liquor license for Montavilla Precinct.

ANOTHER SUIT AGAINST TAFT

Mrs. Flaherty Cannot Find Signers

of Notes He Gave Her.

Miss Margaret Flaherty says she ad-

vanced to W. H. Taft, a well-known real

any of the persons whose names are on the notes.

Two weeks ago Dr. G. H. Peters, a den-

tist, sued Taft to recover on two notes. Dr. Peters alleged that he held various notes negotiated with him by Taft, and was unable to discover the whereabouts

of the makers.

Max G. Cohen, attorney for Dr. Peters, stated that Taft agreed to turn over chartel mortgages on household furniture

which he alleged he had in his possession securing the payment of the notes, but when pressed to deliver the chattel mortgages never did so. Taft delivered to Dr. Peters a number of insurance policies which he assorted covered the mortgaged property.

Taft made a great deal of money in the real estate business, and numerous creditors are pressing him.

PETITION TO VACATE PARK

Raz Bros. Desire to Add Land to

Their Farm at Hillsdale.

An application or the vacation of the plat of Ma Belle Park Addition, near Hillsdale, West Portland, was filed in the County Court yesterday by John, Mike and Henry Raz. The addition was platted in May, 1891, by Elizabeth B. Watkins and J. R. Cardwell, and the Raz brothers are the present owners by purchase. All the surrounding land is used for acreage purposes, and the patitioners desire

for the license.

fidence of the employes of The Oaks in his ability that they have put up \$200

There are many so-called champion swimmers of different sec

four were filed.

New Brick Company Incorporates.

Articles of incorporation of the Rolfe

Brick Company were filed in the County

Clerk's office yesterday by E. H. Hilliker, Frank A. Sweeney, G. L. Archibald and James M. McNaughton; capital stock, 50,000. The enterprise and business of the corporation is to construct and operate a plant for the manufacture of plain and

namental bricks, building blocks, bases,

EXPERT HOOD RIVER SWIMMER IS FIFTY-FIVE YEARS OLD

to convert Ms Belle Park into acreage and add it to their farm.

At the lime Ma Belle Park was platted it was supposed that the West Portland motor line, then in operation near the tract, would continue in operation, and it was expected that an electric railroad would be constructed through the tract. was expected that an electric railroad would be constructed through the tract. Only a few lots were sold, and they were never improved, and no buildings were erected. The motor line has been abandoned and torn up.

The present owners hold a tax title to the several lots that were sold, and have sent notices of the proposed vacation to the owners.

The REE prothers are engreed in the

The Raz brothers are engaged in the dairy business at Hillsdale, and are the owners of considerable land. TORRENS LAW MORE POPULAR

Increasing Number of Titles Being Registered Under Act.

Robert C. Wright, attorney for Emil Eyssell, yesterday filed a petition in the State Circuit Court asking that the title to lot 8, block 22, East Portland, he regis-tered under the Torrens land act. Property-owners are now taking advantage A remonstrance against the granting of this law instead of obtaining abstracts of this law instead of obtaining abstracts of title. The law has been in force for over six years, and little attention was paid to it for a long time. For a period of nothe County Court yearerday by George W. Joseph, attorney, representing 80 remonstrators. Mr. Latourell's petition ask-

Detailed Prospectus Issued to Business Men.

Project Includes Purchase of Property of Nome Improvement Company and Establishment of a Line of Steamers.

For the benefit of those who are in terested in the Portland-Alaska steamship terested in the Portland-Alaska steamship project, it has been decided to have printed a prospectus covering the project in detail. The publication will include a map of Nome harbor, showing the improvements which are to be purchased from the Nome Improvement Company.

The prospectus closes with the following, which is to be mailed to different individuals and from before the committee-

It being apparent that many who propos subscribing to the stock of the Portland and Alaska Steamanip Company look upon such a contribution to a public benefit alone, with the intent of dispelling the idea that with the intent of dispelling the idea that a subscription partakes of the nature of a sacrifice pro bono publico, and that the proposition of the Portland and Alaska Steamship Company has all the intrinsic merits of a first-class business proposition, this prospectus is issued.

Through the franchise granted by Con-

gress to the Nome Improvement Company, together with the contemplated improvements to be made and superior facilities to be created by it, the Portland and Alaska Steamship Company will be enabled to han-Steamship Company will be enabled to handle freight at one-half the present expense to the merchant, a saving of one-half of the ships' time in discharging carge, and the elimination of all loss by damage of surf and exposure to weather. Therefore the ships using these facilities have a distinct discharge over these and delire. tinct advantage over those not doing so and are able to secure business on a com-petitive basis that the latter cannot reach

Statement in Detail.

United States statistics show that 150,000 ons of freight are handled in and out of Nome annually. The two above named com-panies being practically one and the same, one table of statistics showing the prospec-tive results of the combined operations is herewith submitted:

herewith submitted:

Net proceeds from 25,000 tons of coal handled as a merchant and carrier, \$6 per ton.

Merchandles to be carried from Portland at a net profit of.

There will be the freight of independent steamship companies not having lighterage facilities, and 25,000 tons shipped outward coastwise, making total harbor dues of \$150,000 87,500

\$400,000

Allowing liberally for office expenses, management and incidentals and for interest on the preferred stock of the None Improvement Company, 65 per cent of which the Portland and Alaska Steamship Company will own, making a total of \$50,000, leaving a net balance of \$350,000, the net profits represent 50 per cent of the actual capitalization.

profits represent 50 per cent of the actual capitalization.

This statement, condensed and abbreviated, has been subjected to the most critical examination, and it is believed will be fully realized. All details of organization and of operations have been carefully studied out and formulated in such a way that Portland investors will have the majority interest and consequent control of both companies, and in addition will hold a bended indebtedness of the Nome Improvement Company equal to the amount of money invested in it.

If you owned all the wharves and warehouses on both sides of the river in the city of Portland, and the Government had given you the right to charge tolls to the

given you the right to charge tolls to the given you the right to charge tolls to the extent of \$1 per ton, in addition to the usual wharf and warehouse charges, on every ton of freight passing in or out of the Williamette River, would you not think it a good thing?

Control Nome Commerce.

PROFIT WILL BE \$400,000

dividuals and firms before the committee men call upon them for subscriptions:

That is the position the Fortland and Alaska Steamship Company will be in on the Snake River at Nome, Alaska, enabling it to control commerce at that point as effectually as you could under the above conditions on the Williamette River.

Withal, this is not offered to the people of Fortland specifically as an investment, but as a nucleus for the establishment of a steamship line from Portland, through which the success of its operations can be guaranteed from its inception.

The operation of the line meditated will be beneficial to every character of industry and husiness throughout the city, from the bootblack to the banker, and will surely appeal to every public-spirited man within its limits.

The committee will call upon different ones at an early date to submit such further details as they may require, or to make an appointment for a time as will best suit their convenience, when it is to be hoped co-operation in this enterprise will be secured.

TRAVELERS' GUIDEL OREGON SHORT LINE AND UNION PACIFIC S TRAINS TO THE EAST DAILY Through Pullman standards and tourist stepping cars daily to Omnha, Chicago, Spo-skane; tourist steeping car daily to Kansas City. Reclining chair cars (seats free) to the East daily. UNION DEPOT. Leaves, Arrives, CHICAGO-PORTLAND Dally. Daily. Daily. SPOKAND FLYER. 5:15 P. M. 8:00 A. M. Daily. For Eastern Washington, Walla Walla, Lew-iston, Coeur d'Alene and Great Northern points ATLANTIC EXPRESS 8:15 P. M. 7:15 A. M. for the East via Hunt- Daily. Daily.

PORTLAND - HIGGS 5:15 A. M. 6:00 P. M. LOCAL, for all local points between Biggs and Portland. BIVER SCHEDULE.

FOR ASTORIA and 5:00 P. M. 5:00 P. M. bally, way points, connecting Daily, except co and North Beach Bunday, steamer Hassaio, Ash-st. dock. FOR DAYTON, Oregon City and Yambili Daily, Biver points, Ash-St. Sunday. Sunday. Sunday. For Lewiston, Idabo, and way points from Riparia, Wash. Leave Riparia 5:40 A. M., or upon arrival train No. 4, daily except Saturday. Arrive Riparia 6 P. M. daily except Friday.

Ticket Office. Third and Washington. Telephone Main 712. C. W. Stinger, City Ticket Agt.; Wm. McMurray, Gen. Pass. Agt.



VIA SEATTLE OR SPOKANE. PORTLAND Daily, Time Schedule, Arrive. 8:30 am To and from Spa-kane, St. Paul, Min-reapolls, Duigth and 1:45 pm All Points East Via 6:50 pm Seattle, To and from St. Paul, Minneapolis, Duluth and All Folia East Via Spokane.

Great Northern Steamship Co. Sailing from Seattle for Japan and China perts and Manila, car-ying passengers and freight. S. S. Dakota, September 2. S. Minnesota, October 20, NIPPON YUSEN KAISHA. (Japan Mail Steamship Co.)
S. S. AKI MARU will sail from
leattle about September 4 for Jaan and China ports, carrying pasengers and freight,
For thekets, rates, berth reservaions, etc., call on or address
H. DICKSON, C. P. & T. A.,
122 Third St., Portland, Or.
Phone Main 686.



TIME CARD OF TRAINS

PORTLAND

DAILY, Depart Arrive Yeilowstone Park-Kansas

North Coast Limited, elec-tric Highted, for Tacoma, Eeattle, Spokane, Butte, Minneapolia St. Paul and the East....... 2:00 pm 7:00 am

Puget Sound Limited for Claremont, Chehalis, Centralis, Tacoma and Saattle only........... 4:50 pm 10:55 pm

Twin City Express for Tacoma Seattle, Spokane,
Helena Butta, St. Paul,
Minnespolis, Lincoln,
Omaha, St. Joseph, St.
Louis, Kansas City,
without change of cara.
Direct connections for
all points East and
Southeast A. D. Chariton, Assistant General Passenger Agent, 255 Morrison st., corner Third,
Portland, Or.

Astoria and Columbia River Railroad Co. UNION DEPOT. Arrives.

Leaves. S:00 A. M. Clifton, Astoria, War-renton, Flavel, Ham-mond, Fort Stevens, Gearbart Park, Sea-side, Astoria and Sea-shors. For Maygers, Rainter, Clatskanie, Westport Express Daily. Astoria Express, Daily. T:00 P. M. "Portland-Seaside Firer"—Saturday only, leave Portland 3:10 P. M. C. A. STEWART. Comm'l. Agt. 248 Alder st. G. F. & F. A. Phone Main 908.

Columbia River Scenery

Regulator Line Steamers THE EXCURSION STEAMER 'BAILET GATZEHT' makes round trips to CASCADE LOCKS every Sunday, leaving PORTLAND at 9 A. M., returning arrives 6 P. M. Dully service between Portland and The Dalles except Sunday, leaving Portland at I A. M., arriving about 5 F. M., carrying freight and passengers. Splendid accommodations for outfits and livestock. Dock four of Alder street, Portland; foot of Court street, The Dallez Phone Main \$14, Portland.



SOUTHEASTERN ALASKA
ROUTE.

Prom Seattle at 9 P. M.
for Ketchikan, Juneau,
Skagway, White Horse,
Dawson and Fairbanks
S. S. City of Seattle, August 30,
S. S. Humboldt, August
24. S. S. Cottage City (via Sitka), August 23.

25.
FOR SAN FRANCISCO DIRECT.
From Scattle at 0 A. M.—City of Puebla, August 28.
From Scattle at 0 A. M.—Umatilla, August 3. Queen, August 25.
Porthand Office, 246 Washington St.
Main 229.
G. M. Lee, Phas. & Ft. Agt.
C. D. DUNANN, G. P. A., San Francisco.

Steamer Chas. R. Spencer

FAST TIME.

Up the beautiful Columbia, the most enjoyable of river trips. Leaves foot Cak at. for The Dailes and war points daily at 7 A. M., except Friday and Sunday; returning at 16 F. M. Sunday securatons for Cascade Locks leave at 9 A. M.; return 6 P. M. Phone Main 2000.

TRAVELERS' GUIDE,

Leaves UNION DEPOT. OVERLAND EX-OVERLAND EX-PRESS TRAINS for Salem, Rose-burg, Ashland, Eacramento, Og-den, San Fran-cisco, Stockton, Los Angeles, Ed Paso, New Or-leans and the East. Morning train connects at Woodburn daily except Sunday with trains for Mt. Angel. Silverton. Brownsville. Springfeld. Wendling and Natron. *7:15 P. M. *6:15 P. M. Eugene passenger connects at *10:83 A. M. Woodburn with Mt. Angel and Sliverton local, Corvaills passen-7:00 A. M. 4.50 P. M. Sheridan passes-*8:35 A. M. \$5:00 P. M. Forest Grove pas-\$11:00 A. M. senger. \$2:50 P. M. \$10:20 A. M.

Daily. EDaily except Sunday. PORTLAND-OSWEGO SUBURBAN SERVICE AND YAMHILL

DIVISION.
Depot. Foot of Jefferson Street.

Depot, Foot of Jefferson Street.

Leave Fortland daily for Oswego at 7:40 A. M.; 12:50, 2:65, 8:20, 6:25, 8:20, 10:10, 11:30 P. M. Daily except Sunday, 8:40, 18:10, 8:40, 18:25 A. M. Sunday only, 9 A. M. Returning from Oswego, arrive Portland, daily, 8:35 A. M.; 11:55, 8:05, 6:15, 7:35, 8:55, 11:10 P. M.; 12:20 A. M. Daily except Bunday, 6:25, 7:25, 8:25, 11:45 A. M. Sunday only 10:60 A. M.

Leave from earne depot for Dailas and intermediate points daily, 7:30 A. M. and 4:15 P. M. Arrive Portland 10:15 A. M. and 6:25 P. M.

The Independance-Moomouth Motor Line operates daily to Moomouth and Airlie, competing with S. P. Co.'s trains at Dailas and Independence.

First-class fare from Portland to Sacramento and Earn Francisco, 3:20; berth, 35, Second-class fare, 3:16; second-class berth, 3:2,50. Tickets to Dastern points and Europe; also Japan, China, Honolulu and Australia.

CHY TICKET OFFICE, Corner Third and Washington Sts. Phone Main 713.

C. W. STINGER, WM. M'MURRAY, City Ticket Agent.

PORTLAND - ASTORIA Fast Str. TELEGRAPH

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That's the time to take a Cascaret.

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Cascarets don't purge, don't weaken,

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This stronger action produces greater nutrition from food and perfect elimination of useless materials.

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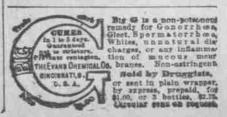
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